

METAL PRICES

New York, Feb. 23.—Silver, 77 5/8c; lead, firm, \$10.62; spelter, firm, \$10.50 @ 10.87.5; copper, \$33.00 @ 35.00.

The Ogden Standard

4 P. M. CITY EDITION

THE WEATHER:

UTAH—Fair tonight and Saturday, except local ar. w. north portion this afternoon or tonight; colder tonight.

FEARLESS. INDEPENDENT. PROGRESSIVE NEWSPAPER.

OGDEN CITY, UTAH, FRIDAY EVENING, FEBRUARY 23, 1917.

Entered as Second-Class Matter at the Postoffice, Ogden, Utah.

Sinking of Liner With American Aboard

SUBMARINE CAMPAIGN ONE OF GRAVEST PROBLEMS FOR ALLIED NATIONS TO SOLVE

Premier Lloyd-George Tells House Entente Cause Depends on Ability to Solve Tonnage Shortage—Must Hunt U-Boats From the Deep or Go Down to Disaster.

London, Feb. 23, 12:48 p. m.—The stocks of food in Great Britain at the present time are lower than they ever have been before, Mr. Lloyd George said. It was essential for the life of the nation, he declared, that every possible effort be made to increase home production.

London, Feb. 23, 1:12 p. m.—Premier Lloyd-George said in a speech in the house of commons today that the success of the allied cause depending on the ability to solve the tonnage shortage, which was now affecting the ordinary needs of the nation and military exigencies. The situation, he declared, called for the gravest measures.

The premier said there was no sure way to victory without hunting the submarines from the deep.

Enormous Sacrifices Necessary.
Enormous sacrifices were necessary from the British public, said Mr. Lloyd-George. He stated the government proposed to dispense with all non-essential imports to save tonnage.

There was a crowded house at the special meeting held today to listen to the premier's statement on the restriction of imports and the encouragement of agriculture. Among those in the diplomatic gallery were Premier Borden of Canada, Premier Massey of New Zealand and many representatives of allied nations and the dominions.

The premier said the ultimate success of allied cause depended on the solution of the tonnage difficulties with which they were confronted. Before the war British tonnage had been just adequate and since that time there had been an enormous increase in the demand for tonnage. More than one million tons of British shipping had been allocated to France alone and a very considerable amount had been set aside for Russia and Italy. In addition, a considerable amount had been sunk.

Mr. Lloyd-George said that for some time there has been a shortage of tonnage required for the general needs of the nation, and even a slight shortage in the tonnage for military purposes. The nation should realize absolutely what the conditions were.

Must Take Drastic Measures.
"If we take drastic measures," he continued, "we can cope with the submarine menace, but if the nation is not prepared to accept drastic measures for dealing with the menace, disaster is before us."

"The government is hopeful of finding means of dealing with the submarine, but we should be guilty of folly if we rested tranquilly upon the expectation of the realization of that hope. We have to deal ruthlessly and promptly with the tonnage problem by measures which impose great sacrifices upon the country."

Three Ways Proposed.
"There are three sets of measures: First, by the navy, as described by Sir Edward Carson, first lord of the admiralty; second, the building of merchant ships; third, dispensing with unnecessary commodities from abroad and production of as much food as possible at home."

Food Prices Guaranteed.
The premier announced that the government would guarantee a price of 38 shillings, 6 pence for oats this year, 32 shillings for the next two years and 24 shillings for the three following years. The price of potatoes would be guaranteed for the coming season only at 6 pence a ton.

The importation of apples, tomatoes and fruits will be prohibited entirely. The opinion was expressed by the premier that food prices were not likely to decrease for a long time after the war, inasmuch as Germany would then be a heavier purchaser than ever before. Therefore it was safe to grant the farmers a minimum price over a

are still a few weeks to sow spring wheat, oats and barley, to induce the farmer to plow up pasture land immediately. The government proposes to guarantee the farmer a minimum price for a definite period, while a minimum wage of 25 shillings, weekly will be fixed for the laborer."

Premier Lloyd-George said it was necessary to get as much work as possible out of the ship yards, not merely for the Mercantile Marine, but for building boats to cope with submarines. Timber to the amount of 6,400,000 tons had been imported, he said, and if this tonnage was to be saved this timber problem must be dealt with. Investigation was being made as to the best methods of economizing timber behind the lines and in England.

Another method was to make the army in France self-supporting. The French government, said the premier, already had placed two forests at the disposal of Great Britain and he was afraid the government must ask the French to make further sacrifices. A third method was to get sufficient labor to increase the supply of home timber for pit props and other purposes.

The next heaviest item of import is iron ore. Regarding this item the premier said:

"We are importing millions of tons but the importation cannot be diminished unless more iron ore is found in our country. There is plenty of low-grade ore, however, in this country, and if the supply of labor can be augmented we can increase enormously our output. The saving of tonnage would be large, but unfortunately it would come late in the year."

Can Increase Food Products.
"Farmers can increase even now by hundreds of thousands of tons for the year," said Premier Lloyd-George, "the food supplies of the country. If all the plans are carried out a very considerable quantity of tonnage will be saved, but future tonnage is urgently needed. The French ambassador has been here begging for more ships and the Italian ambassador has just left after making the same request. We need an immediate and substantial saving of tonnage. Let us come down ruthlessly on imports which are not essential. It is idle to suggest that we who are comfortable at home should not be prepared to surrender the things unnecessary."

KANSAS PASSES DRASTIC LAW
Topeka, Kan., Feb. 23.—The state "bone dry" law was signed here this morning by Gov. Capper and immediately became effective. It is considered one of the most drastic prohibition measures ever enacted into law.

The bill was signed before a joint session of the two houses of the legislature, the members of which greeted the signature by singing "How Dry I Am."

State "Bone Dry" Measure Signed by Governor Capper and Immediately Effective.

FAMOUS WORKS ARE DESTROYED
Incendiary Fire Cause \$10,000,000 Loss to Largest Iron and Machine Plant in Europe.

Amsterdam, Feb. 23, via London, 12:19 p. m.—Several buildings of the famous Cockerill works at Seraing five miles southwest of Liege, Belgium, have been destroyed through an incendiary fire, the newspaper Les Nouvelles states. The loss to the plant which comprises iron works and machine shops making it one of the largest in Europe will be \$10,000,000, it is estimated.

SPAIN TAKES OVER CONSULATES
Washington, Feb. 23.—At the request of the German government Spain has taken over German consular interests in Porto Rico and Hawaii.

NEARER TO THE CRISIS

American Missionary Goes Down When Vessel Is Torpedoed.

Washington, Feb. 23.—Robert Allen Haden, an American Presbyterian missionary, stationed at Foo Chow, China, perished when the French liner Athos was destroyed by a submarine, 210 miles east of Malta, on February 17.

Consul Kibinger at Malta cabled a report of Haden's death to the state department today and said that the missionary's address was given as in care of the Presbyterian mission board at Nashville, Tenn.

The report from the Malta consul is the first mention received here of the sinking of the Athos. The vessel was of 7225 tons net and sailed from Yokohama December 26 for Marseilles, stopping at Haiphong January 8, according to latest reports.

The consul's dispatch gave no details as to other loss of life, how the ship was destroyed, whether she was warned or how the American was killed. The nationality of the submarine was not given, but it may have been Austrian. Information is being gathered officially to determine the importance of the case in relation to the tense situation between the United States and the central powers.

London, Feb. 23.—The sinking of two fishing smacks was announced by Lloyd's Shipping agency today.

The sinking of the British steamer John Miles of 687 tons reported in a news agency announcement last night was confirmed.

Ship Sunk by Mistake.
London, Feb. 23, 11 a. m.—Reuters's Stockholm correspondent cables that the German minister to Sweden has informed the Swedish foreign minister that the Swedish steamship Edda was sunk as a result of a mistake on the part of a submarine commander and that the German government regrets the occurrence and is prepared to pay an indemnity. The Edda was torpedoed January 29 while on her way to Sweden with coal.

American Ship Held Up.
Boston, Feb. 23.—Officers of the American freighter Allagash reported on her arrival from Buenos Aires today that the vessel was held up by a British cruiser, believed to be the Earl of Glasgow, off the Brazilian coast on January 23 and two Germans in her crew removed.

The British steamer Washfield of 3012 tons gross has been sunk, says another Lloyd's announcement. The crew was landed.

Steamer Invercoul Sunk.
Queenstown, England, Feb. 23, 12:56 p. m.—The British steamer Invercoul has been sunk by a submarine. The crew was landed.

No steamer Invercoul is listed in available records. The British bark Invercoul of 1416 tons gross, sailed from Gulfport, Miss., December 31 for Fleetwood, England.

List of Ships Sunk.
Paris, Feb. 23.—An official list of vessels sunk between February 20 and February 22, issued today, contains the following:

Doravore, Norwegian steamer, 2760 tons.
Ape, British steamer, 464 tons.
San Michele, Italian three-masted bark, 583 tons.
Giovanni P, Italian brigantine, 105 tons.

Adelina, probably the Italian sailing vessel Adelina of 523 tons.
The Dutch steamer Ambon of 358 tons, previously reported sunk, may have been taken in tow, says the official statement.

DAY IN CONGRESS

Washington, Feb. 23.—Senate: Met at 11 a. m.

Resumed debate on revenue bill. Republican senators conferred on agreement with Democrats on legislative program.

Army appropriation bill reported from house.

Food embargo resolution referred to foreign relations committee.

House: Met at 11 a. m.
Sundry civil bill taken up.

FIRE WIPES OUT OMAHA BLOCK

Guests in Hotels Hurried Half-clad Into Icy Streets—General Conflagration Threatened.

GALE SPREADS FIRE

Explosion in Furniture Store Causes Immediate Burst of Flames Through Building.

Omaha, Feb. 23.—Fire in the downtown retail district here early this morning wiped out half a block with a loss of \$750,000, caused guests at two hotels to be hurried half-clad into icy streets and for two hours threatened to become a general conflagration. A gale from the north carried burning brands over a wide area and started six other fires. All the fire fighting apparatus of the city combated the flames and every available policeman was used to prevent injury to thousands of persons who crowded close to falling walls and into tangles of live wires.

Five firemen were caught under a falling wall but none was seriously hurt. Buildings destroyed were on the north side of Douglas street between Fourteenth and Fifteenth streets. The Berg clothing company store, the Hartman furniture store, the Continental building, the Omaha Tobacco company store, the T. J. Beard Wall Paper store, the Modern Woodman club rooms, two restaurants, a saloon and a moving picture theatre are total losses. A number of nearby buildings were damaged.

Exposition Causes Fire.
It is not known what caused the fire but persons in nearby restaurants and rooming houses say it was preceded by an explosion and that instantly the entire street floor of the Hartman furniture store burst into flames.

The Paxton hotel, at Fourteenth and Farnum was twice in flames and all the guests were hustled to another hotel. The St. James hotel, two blocks away, also caught fire.

Not until 8 o'clock were adjacent buildings no longer endangered. Twenty-five years ago the same half block was burned and four firemen were killed.

THAW RELIEVES CITY OF VIENNA

Emperor Charles Tireless Worker in Campaign to Aid in Succor for People.

RED TAPE BEING CUT

Official Heads Continue to Fall in General Cleanup—No Staff Sinecures Allowed.

Vienna, Feb. 20, via London, Feb. 23, 5:30 a. m.—The intensely cold weather has passed and a thaw has set in which has solved the fuel difficulty of Vienna and incidentally greatly facilitated the importation of food stuffs. The flour mills, which were shut down owing to frozen rivers are again in operation and full bread rations are once more in force.

Emperor Tireless Worker.
Emperor Charles has been a tireless worker in the campaign to relieve economic conditions and the imperial teams are still hauling coal for the population. Sight of the bloated stock hereofore only harnessed to state coaches, hauling heavy coal trucks is the curious war time incident in the Austrian capital. The emperor recently banished wheat bread from the officers' mess at army headquarters and had both wheat bread and flour removed from a special train which was taking his brother, Archduke Maximilian, to Constantinople. In issuing this latter order, the emperor remarked that if the common soldiers, the people and himself were contented with black bread the party on the train should be also.

Cars Still Running.
Another result of the monarch's intervention has been that Vienna street cars are still running day and night. Dr. Weiskirchner, the burgomaster, had decided that no cars should be run between 9 in the morning and 5 in the afternoon. After a talk with the emperor over the telephone, however, the head of the municipality changed his mind. In order to avoid sidestepping by the city council the emperor himself fixed the number of cars which were to run.

Some official circles in Vienna and elsewhere throughout the empire have not yet recovered from the shock caused by the energetic methods of Emperor Francis Joseph's young successor. Red tape has been cut right and left and official heads continue to fall in the general cleanup which is still going on. It is a sad time for certain army officers who have been enjoying staff sinecures. In one instance the emperor sent a batch of

NEW YORK ROAD TO AID CHICAGO

Central Equipment to Be Used in Handling Food Supplies in City's Emergency.

OTHER WORK OF RELIEF

Hundreds of Empty Cars Being Rushed Westward From Congested Eastern Yards.

Washington, Feb. 23.—To relieve the freight congestion at Chicago, rules requiring box cars to be kept on their home lines have been relaxed and New York Central equipment is to be used with the preference given to food supplies. This was announced today at the interstate commerce commission.

The New York Central's action to relieve Chicago with its own box cars is interpreted as a virtual suspension due to the emergency at Chicago of rules recently promulgated by the American Railway association and now in effect which prohibit the use of empty cars off their own lines and requires the railroads to despatch foreign empty cars to home lines in railroad lots.

Work of Relief.
Reports to the commission and to the car service commission of the association indicated that the work of relief at other congested points, notably Cleveland, Detroit and Cincinnati was proceeding satisfactorily. Weather conditions favored the work, weather reports said, and not only were many empty cars being sent west, but the congestion of loaded cars also was being slowly reduced.

No actual food or fuel shortage exists anywhere in the country and high prices should not be attributed to the present freight congestion, it was stated by the interstate commerce commission and railroad authorities today. Reports indicated that all localities are supplied with adequate stocks of living necessities for immediate domestic consumption and the tie up on railroads will improve steadily.

Conditions Are Improving.
Conditions today were believed far better than 4 hours ago since good weather and a suspension of shipping over yesterday's holiday permitted railroads to rush hundreds of empty freight cars westward from the congested yards of the east. These will be reloaded largely with foodstuffs destined for consumption in the east or for export but both the American Railway association are seeking to give preference in car allotments to goods for domestic needs, rather than to export demands.

On February 10, 165,274 cars, loaded and empty, were involved in the freight congestion, having increased by more than one-third in two weeks the commission's report showed.

AMERICANS MAY ESCAPE U-BOATS

London, Feb. 23, 11:10 a. m.—It is quite possible that the American steamers Rochester and Orleans may escape German submarines on their way through the barred zone from New York to Bordeaux, says the Berlin Lokal Anzeiger as quoted in an Exchange Telegraph company Amsterdam dispatch, but America should not rely upon their doing so.

In Berlin political circles the Exchange's correspondent adds it is believed the submarine commander have been definitely instructed not to sink these American ships.

NOTICE! CITIZENS, PROPERTY OWNERS, CLEAN YOUR SIDEWALKS

The unprecedented heavy snows have taxed the street-cleaning department to its capacity in keeping the gutters and waterways clear, to protect property from floods. It is impossible to devote any time to cleaning sidewalks.

We ask the assistance of all good citizens and property owners to help us to the extent of cleaning the sidewalks in front of their homes in order that the walks may be made passable.

Thanking you in advance for immediate action in this matter, I am yours very respectfully,

CHRIS FLYGARE,

Commissioner of Street and Public Improvements.

"You Don't Have to Wait"

until you go down town to place a Want Ad., For Rent or For Sale AD. in the Standard.

Just call 56, we will take your ad., tell you the price and have our messenger boy collect for it all the same day.

When the "spirit moves you" take down the receiver and say 56 please, and this extra service is at your door.

"You Don't Have to Wait"